

**LET THE VETS COME.**

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**LOS ANGELES A GOOD PLACE FOR  
A SOLDIERS' HOME.**

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**The Board of Trade Urging the Selection  
of This City as the Site of  
the New Home\* for Disabled  
Veterans.**

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In January of 1886 Hon. James H. Negley  
Pennsylvania introduced the following

[illegible]

atulations as they are now admitted to existing branches of the National Home for Disabled Volunteer Soldiers.

Section 3. That as soon thereafter as practicable from the approval of this act the said board of managers shall secure the necessary lands, and commence the erection of suitable buildings for the use of said branch.

**ACTION BY OUR BOARD OF TRADE.**

At a special meeting of the directors of the Los Angeles Board of Trade, on Thursday last, the following preamble and resolutions, offered by W. J. Brodriek, were unanimously adopted:

Whereas, this board has under consideration a bill introduced by Hon. Mr. Negley,

It is enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the board of managers for the National Home for Disabled Volunteer Soldiers are authorized to select a site, and to locate, establish and construct and permanently maintain a branch of the National Home for Disabled Soldiers, to be known as the "Branch of the National Home for Disabled Volunteer Soldiers," in the States west of the Rocky Mountains as to said board shall appear most desirable and advantageous, and that the sum of \$100,000 be appropriated for the purpose, and that to be paid to said board of managers, and by them expended in the purchase of the necessary land and the erection of the necessary buildings, and that the sum of said home for disabled volunteer soldiers, and

Whereas, paragraphs 7, 8 and 9 of section 1 of the act of March 3, 1877, entitled "An act to provide for the location and erection of a branch home for disabled volunteer soldiers west of the Rocky Mountains, and for other purposes," section 1 of said act reads as follows:

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Resolved, by the directors of the Los Angeles Board of Trade that the secretary be authorized to communicate with the managers of the National Home for Disabled Volunteer Soldiers and request them in their investigations of a site that they examine into the merits and advantages that the city of Los Angeles or the country tributary thereto affords in climate, railroad facilities and productiveness of soil for the location of said branch home.

Resolved, that a copy of these resolutions, signed by the president and secretary, be forwarded to the managers of the National Home for Disabled

Volunteer Soldiers, given to the press of this city for publication, and the attention of our people called to the necessity of an effort on their part to secure the satisfaction of this city and some point adjacent thereto as the place at which said branch home shall be located.

**THE NAVAJO.**

**Further Particulars as to the Present Trouble.**

A letter received by a member of THE TIMES staff yesterday from S. E. Aldrich, a well-known and reliable Indian trader at Mescalito, N. M. with stores also on the

Navajo reservation, gives the following particulars about the recent trouble there which THE TIMES published a day before of its contemporaries. The letter is dated February 12th:

"E. E. Palmer, of Houck's Tank, Ariz., swore out a warrant at Navajo Springs against a Navo Indian for horse stealing. George Lockhart, deputy Sheriff, arrested the Indian, and one J. King, started to arrest the Indian. This was last Sunday, and all that is known is that the Indians and Americans had a fight. Lockhart's body was found at the door of the Indian

Palmer and King, but it is generally supposed that they were killed and their bodies are buried under the snow, as it has been snowing heavily since the trouble occurred. Two Indians were killed and one wounded. Maj. S. S. Patterson, the United States Indian Agent, is here to thoroughly investigate the matter.

"The trouble occurred thirty-five miles south of here, and at least fifty miles from the reservation line."

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### THE CROPS.

Grain Cannot Make More Than Half

"Well, how about the grain crop?" asked a TIMES representative yesterday, of J. J. Mellus, one of the heavy operators.

"Under the most favorable conditions now, we cannot get half a crop," was the answer. "There's Rowland, had in 1500 acres of grain last year, and this year hasn't turned a furrow. The Laguna ranch had 11,000 acres in grain last year, and thus far this year only 2500. They may get in 1500 more by March, but even that makes but 4000 acres. The San Fernando ranch is 1 much the same boat. The rain, however, is a grand thing for us. It will make the grain reasonably cheap, make the stock fat, and all the other crops but grain should do well."



## ROUNDABOUT.

## NEWSY NOTES FROM VARIOUS NEIGHBOR CITIES.

## San Diego's Assessment Tangle—Oceanside Progress—Points from Pomona—Monrovia Matters—Items in General from South California.

[San Diego Union.]

Just at present there exists a question whether or not an assessment will be made in San Diego county this year. The reason of this "state of things" is found in the fact that the salary—\$3000—allowed by law for the work is entirely inadequate. The salaries of the Deputy Assessors last year cost as much as that. It is conceded that the work cannot be done for less than \$5000. No officer is going to bind himself to do a \$5000 job for \$3000. A bill is before the Legislature to remedy the difficulty. If it does not pass the assessment will go by default, unless a cheap boy can be used to do the work.

[Pomona Times-Courier.]

R. F. House tells us that he has already delivered at the depot for shipment 33,000 pounds of oranges, which amount is about one-third the product of his five-acre orchard.

The petition for laying gas pipes in the streets of Pomona has been granted by the Board of Supervisors on motion of Supervisor Martin. We understand the work will be commenced immediately. The sooner the better.

One of the beautiful features of our soil is that after a rain there is no mud to speak of, the exceptions being the busy thoroughfares, and a couple of days, even serves to put them in good condition. One can go the whole length of the town two hours after the severest shower, almost without soiling the shoes.

Fruit Pest Inspector Driffler assures us that a relentless war is being waged against the San José scale, which was only interrupted for a few days during the storm. The machine used is the Gregory spraying machine. It has a capacity of about one hundred gallons of fluid per day. No more cases of white scale have been discovered. The two trees affected by that scale were cut down, covered with coal oil and burned, and the ground in the immediate vicinity thoroughly sprayed. Mr. Driffler tells us that owners of infected orchards so far have followed his directions explicitly and footed the bills without a murmur, all of which justifies the belief that the scale bug will soon be a thing of the past.

[Oceanside Star.]

Plowing is now going ahead in good earnest.

M. W. Spencer's Queen Anne residence is nearly finished.

We learn that Van Slyke's new \$18,000 hotel will soon be in course of erection. By all means let the hotel be built.

Dr. Tuttle, of the Beach Hotel, commenced last Thursday the erection of a two-story addition to that hotel, which will contain twelve nice sleeping rooms.

The Oceanside Water Company has commenced the building of a large brick reservoir near the site of the present tank. The company is wide awake to the demands of the water supply of this place.

When the summer season approaches we expect work to be in progress on the different lines of railroad to center here, our new hotel approaching completion, and our town full of tourists, bathers and pleasure-seekers.

The office of the Oceanside Star is now probably one of the most complete of the weeklies of Southern California. We have gone to an expense of fully \$3000 in putting in a large Cincinnati cylinder press, capable of running off a nine-column paper if necessary, new body and advertising type throughout, new stones and in fact everything to make up a first class office; and last, but not least, we have set in position this week a four-horse engine and boiler, which complete our newspaper office in every detail.

[Monrovia Planet.]

There are rumors of a saloon about to be built in Monrovia soon. Nip it in the bud.

A hack will meet all trains at the Duarte station and will convey passengers to Duarte, Azusa, Monrovia or elsewhere.

Rumors have been rife lately about a bank to be started in Monrovia. The enterprise cannot be started too soon. One of the Duarte school buildings, which was replaced by new, has been removed to Monrovia and is used as a dwelling.

Although there has been five inches of rain here during the late storm, an hour after the rain ceased the streets were as dry as could be desired. The drainage is perfect.

[San Diego.]

[San Diego Sun, Feb. 12.]

The San Diego River is now flowing the entire length of its channel and emptying at the outlet into False Bay.

Another postoffice established in San Diego county, and this time its name is "Duzara." Henry Hagenbach has the postmaster's commission.

The sale of the San Marcos ranch was completed yesterday, the price paid being \$249,000. By this transaction some 9000 acres of fertile, well-watered land practically becomes a single man. The objects of the new company are ostensibly to open up the west of the San Joaquin Valley, the wheat from which for years has awaited the means for

[San Jacinto Register.]

While in this city last week D. M. Berson, chief engineer and surveyor of the Murietta and San Jacinto Railroad Company, assisted by P. L. Griffin, took a measurement of the height of San Jacinto Peak, from a point in the eastern part of town. Assuming the distance to the mountain to be twenty miles, the height was estimated to be 12,900 feet.

[Bad French.]

[San Bernardino Index.]

John H. French came here from El Paso, Tex., about a week ago, and passed himself off as a single man. He engaged the attention and affection of one of the leading young ladies of the city, and in a few days the train were to be united in marriage. The parents

of the young woman became aware of the fact that Mr. French had a wife in the East, and the unhappy nuptials were speedily checked. Young ladies cannot be too careful in making the acquaintance of men whom they meet only in the casual introduction of the street.

## RAILROAD NOTES.

Some Important Matters from Exchanges.

The following railroad information from duly-credited exchanges presents some valuable information:

## THE POMONA SITUATION.

[Pomona Times-Courier.]

The main depot on the Atlantic and Pacific line north of town has not been located as per diagram of our Second-street contemporary nor anywhere else yet. The matter remains as stated two weeks ago in the Times-Courier. The dispute being between property owners as to whether the depot shall be located within 2000 or 2800 feet west of San Antonio avenue. A compromise was effected on the basis of a 2400-foot limit, but Mr. Meserve failed to agree on that proposition. We are informed that the Atlantic and Pacific people wrote Mr. Meserve yesterday (Friday, February 11th) that unless he came to terms the depot would be located on Rhorer's land, east of him, and their line forced through his place.

Depot No. 2 is definitely located on Alexander avenue. The Pomona Land and Water Company and H. A. Palmer, respectively, have sold to the corporation composed of Atlantic and Pacific officials 380 acres, embracing a portion of sections 9 and 10, adjoining San José Rancho line, and lots 1, 2 and 3, and east half of lot 7 in North Pomona tract.

Mr. Kuhlmann, with a force of men, is now laying out the new townsite, clearing brush and surveying streets on these lands. There is a large plaza in the center. The railroad graders have reached this point, and are grading today at the townsite. They have reached Mills avenue yesterday. The route runs on the dividing line between lots 1 and 2 and 8 and 9—leaving the main body of the townsite north of the railroad, and only twenty acres—the west one-half of lot 7—south of it.

No name has been fixed upon yet. Warrington, Corona, Pomona Heights and North Pomona have been considered.

## THE SANTA ANA RIVALRY.

Sunday's Chronicle says: "Brave efforts are being put forth by the Atchison, Topeka and Santa Fe Railroad Company for the early completion of its new line from Riverside and Los Angeles to San Diego via Santa Ana, and although a little late in the field, the Southern Pacific Company is pushing the work of paralleling the proposed road just as bravely. From an official who is acquainted with the plans of the Atchison, it was learned yesterday that the proposed line from Riverside to Los Angeles via Santa Ana, which will parallel the Southern Pacific Company's Santa Ana branch for the greater part of its mileage, is to at once receive the attention of the construction force. The graders on the line from Riverside are now at work in the vicinity of Santa Ana, and it is probable that work north from Santa Ana to Los Angeles will soon be commenced with a rush and simultaneously with the extension of the Atchison's line south from Santa Ana toward San Diego. The same authority, who has recently been viewing the progress of the work at short range, said:

"The object of the Atchison in having two lines to San Diego is not generally understood. Even by some railroad people the new line is looked upon as superfluous. Now, make a map of Southern California and its railroad system and the wisdom of the scheme can easily be made apparent. In the first place, as will be seen, there is a big saving in distance by the new line between Los Angeles and San Diego. In going by way of Colton you follow the two sides of a square, but by way of Santa Ana you cut across diagonally and save many miles. Then, make another thing to be considered which outsiders are not likely to take into account, and that is the saving of heavy grades. The steep ascents in the Temecula cañon will be avoided, and as the new road is to run through a comparatively level country there will be quite a saving in time, leaving out the matter of distance. The new line has, as railroad men say, the 'right line,' and the event of its extension northward to San Francisco the road would have a good start, as it has already secured rights of way which at a later period might have been denied it, while at the same time the Southern Pacific Company would probably have gained the upper hand. The fact that the lines of rival companies will more closely parallel each other there than in any other part of the State does not necessarily imply that neither line will be a profitable investment, as the country through which they are to run is rich, well settled and capable of supporting and enriching both roads. The vigor of local railroad building, which is so wholesome to the State, is without doubt due to the determination with which the two great competitors have waged such a fierce rate war in overland business. They are now both striving for new local business. This sort of traffic is generally more remunerative than through business, and frequently becomes the support of a railroad system. Take the Pennsylvania Railway, for instance. That line reports but 8 per cent. of through business out of its gross earnings, so that its loss would hardly be felt. Of course, different conditions prevail on this coast, but competition has seriously affected the profits on overland business, and hence the desirability of increased local traffic.

The California Southern will suffer no great losses from the diversion of traffic via Santa Ana, as it will have a portion of the haul from Los Angeles, and through business from the East will continue to go via Colton."

SAN PABLO EXTENSION.

Sunday's Chronicle says:

The San Pablo and Tulare Extension Railroad Company, articles of incorporation for which were filed in the County Clerk's office in this city on Saturday last, is virtually a branch of the Southern Pacific Company, having for its officers the vice-president, a director, the treasurer and other officers of the latter company. The objects of the new company are ostensibly to open up the west of the San Joaquin Valley, the wheat from which for years has awaited the means for

transportation, and also to enable the more southern parts—Fresno, Tulare and Kern counties, through which it passes—to be crisscrossed. These counties are, it is said, particularly adapted to the production of citrus fruits, and a line running as proposed would bring this portion of the State into easy connection with San Francisco. The real reason, however, is, it appears to forestall any other company, and is more directly aimed at shutting out the Atlantic and Pacific from running its lines along the valley. Although the line is said to be from Tracy to Pampa, railroad men generally express the opinion that it will not run for anything like that far, and will be merely built for a shorter distance to occupy the situation for the reasons stated. The capital stock of the San Pablo and Tulare Extension Railroad is \$3,000,000, divided into 80,000 shares. Of the directors mentioned, Crocker, Hopkins and Huntington are the principal men; the other two, Messrs Brown and Green, with 25 shares each, are practically dummies. That an attempt will be made to obtain a subsidy from Congress for the new road goes without saying. To what extent such a subsidy is necessary may be judged from the fact that few roads could be easier to construct than that projected. It will be an unusually cheap one to build; there are no heavy grades on it worthy the name, and no heavy work will be encountered. The right of way through the farms along the route has been secured by a provision made by the railroad people when they sold the land to settlers, reserving the right to run railroads along the section lines.

## OUR CHARTER.

Causing Trouble in the Legislative Hall.

Sunday's Chronicle says, in its report of the proceedings at Sacramento: More trouble than was expected is experienced in getting up a charter for Los Angeles and Oakland. Knox, of Los Angeles, introduced a charter which did not please the authorities of that city, and they are now preparing a substitute, the outline of which appears here. The substitute does not suit Oakland, and the differences are so great that there is no way of reconciling them. Los Angeles rather favors decentralization of power, while Oakland insists upon strengthening the Mayor and giving him almost unlimited power. Had the Council of Los Angeles kept hands off and trusted to the tact and good intentions of their delegation, a charter satisfactory to both would now be up to third reading. They are not alone in this matter, and Oakland is numerically in the ascendancy here. Knox has taken advantage of the only chance left him, to secure a Constitutional amendment that will enable cities of this class to make charters for themselves. This plan the delegations from both cities can support, and it will probably pass. Knox's amendment reaches section 8 of Article XI. The only change contemplated is to strike out the words "one hundred thousand" and insert "fifty thousand." He also adds a new paragraph providing that any city shall be authorized through the legislative body at any time to cause an enumeration of its population to be taken, and if on such enumeration it appears that such city has over 50,000 inhabitants, the city may then proceed to frame its own charter, as already provided for in the section. White, of Los Angeles, has introduced an amendment almost identical in the Senate, fixing the population at 10,000. This amendment is antagonized by smaller municipalities, which are already incorporated, and fear disturbance from such permission.

## Dots.

J. W. Davis, prescription druggist.

Tanaka's Patent, P. O. Cedar Store.

FRANK ENGLER, pianomaker, tuner and regulator. 217 N. High street.

TRUNKS repaired and old ones taken in exchange at factory, 38 South Main.

If you want choice residence lots in Pasadena, apply to E. C. Webster & Co., investment bankers, 227 N. Main street. Greatest convenience and elegance; courteous treatment.

Do you want to go to the high lands of Pasadena, call on E. C. Webster & Co., investment bankers, Pasadena.

DR. WILLIAMS' medicated inhalations are very popular in the treatment of head, throat and lung affections. Try them.

Box Tom and Barber shop. O. L. Smith, First and Olive. New case made and repaired. 37 N. Main street.

Buy your coal, wood, hay, feed and charcoal at Holmes and Scott's 137 S. Spring st., between Second and Third, west side. Telephone 145.

PROPERTY is booming in Pasadena. E. C. Webster & Co., investment bankers, have unequalled facilities for advising the investment of large or small amounts where profits can be guaranteed.

Eastern Prices Have Come to Stay.

At McDonnell's Drug Store, 371 N. Main st., the enormous profits realized by the drug trade are a thing of the past. We sell our goods at genuine Eastern prices. For instance, 35c. for a box of Colgate's Camphor for 35c. regular price 50c.; Colgate's Cashmere Toilet soap, 25c. per cake, regular price 35c.; Hoyt's Glycerin Cologne, 15c. regular price 25c.; Warner's Kidney and Liver Cure, 25c. per bottle, regular price 35c., and all other goods at Eastern prices. Free prescriptions compounded at the new schedule of prices. Remember, McDONNELL, the Druggist, Rose block.

Where is Alamitas Beach? For answer and maps write to G. W. Elwood, Long Beach, Cal.

Goods at factory prices at Eagle's 50 North Spring street.

Jackson's Napa Soda is a fine appetizer.

## WOMAN'S EXCHANGE.

FLOWER FESTIVAL SOCIETY.

Will open its rooms in the new Home, on FOURTH ST., near Main, on the 1st of March. The exchange will receive and put on sale everything that a woman can wear for which there is a market. All women desiring to avail themselves of the superior advantages offered by this Exchange, or any persons interested in the cause, are invited to send for the Announcement and Rules for Depositors to be business manager.

MRS. C. B. WHEELER, Woman's Home, on Fourth st., near Main.

## ST. VINCENT'S COLLEGE.

GRAND AVE. AND WASHINGTON ST.

The SPRING TERM will begin

MONDAY.....FEBRUARY 22nd.

## BATH &amp; FOSMIR.

FOUNDRY AND MACHINE SHOP.

Corner Virgin and Castelar streets, Los Angeles.

## CATARRH CONSUMPTION, ASTHMA and BRONCHITIS.

Treated specially and successfully by

W. N. DAVIS, M.D.,

464 N. SPRING STREET,

Los Angeles, : : California.

## MEDICAL INHALATION COMBINED WITH CONSTITUTIONAL REMEDIES.

My treatment of the diseases of the respiratory passages consists in the employment of Medical Inhalation, for its direct effects on the diseased organs; and, at the same time, adopting such hygienic measures, and administering such medicines, as the stomachs will most effectually purify the blood, give tone to the nervous system, and build up and strengthen the general constitution. In other words, employ combined local and general treatment.

What is Medical Inhalation? Before stating briefly what Medical Inhalation is, I propose to say in as few words as possible, to state clearly what it is not.

Medical Inhalation is not a cure-all, a nostrum, or a panacea. It is not a Specific Remedy for any disease. It is not a quick medicine, advertised to cure any or all the ills that flesh is heir to, and intended to lure the victims of its proprietors. It is not a talisman, whose possession insures health to its possessor, without the intervention of either sense or judgment. Medical Inhalation is none of these things.

Medical Inhalation is simply and solely a method of taking medicines by inhaling or breathing them into the lungs, instead of swallowing them into the stomach. By inhaling, the proper medicines are applied directly to the seat of the disease, in the nose, throat or lungs; and it is clear to every sane person how peculiarly applicable inhalation is to the disorders of the organs named. If you have scalded or burned the surface of your body, or wounded any limb or member, you do not swallow the remedy intended to heal the diseased part. On the contrary, you apply it directly to the seat of the wound or injury. Why, then, when suffering from catarrh of the nasal passages, or throat, or afflicted with ulceration of the lungs, should you rely on medicines taken into the stomach?

Medical Inhalation, not only applies the proper healing remedies to the seat of the disease, but it applies the remedy in the gaseous or aerosol form, in which form, as every well known, medicines act most powerfully. How much greater, for example, is the effect of a drachm of chloroform inhaled, than of a pound swallowed into the stomach. The same is true of chloroform, of iodine, and of many other substances. By inhalation the medicine is not poured into the stomach, and thence sent through the system, to the seat of the disease, which may be mainly or entirely a local one; but by this method the proper remedy is applied directly to the diseased organ. Who, after studying the anatomy of the lungs, can doubt that in inflammation and ulceration of the lungs, the seat of the disease is the mucous membrane of the lungs, and the direct application of the healing medicine by inhalation to the diseased parts, is the correct and rational method of treatment? Who, on the other hand, can be so irrational as to believe that the proper and direct way to reach the diseased surface of the lungs, is in this case, by the way of the stomach? Physiology teaches us that the membrane, or lining the air-passages of the nose, throat and lungs, is only a slightly modified form of the same structure as that which covers the external surface of the body. Why, then, should local treatment be proper and necessary for inflammations, congestions and ulcerations of the one, and not so in the case of the other?

My experience and success in treating diseases of the nose, throat and lungs, demonstrates, beyond all question, that the scientific treatment of these diseases is that which combines the local use of medical inhalation with the constitutional effects of systemic remedies, given in the usual way. The stomach is not a reservoir of medicines to be adopted as the circumstances demand, and such remedies must be employed as the experience and judgment of the physician have proved to be proper in each particular case.

## MEDICAL ADVOCATES OF INHALATION.

Physicians who were educated twenty years ago or more, and who have not kept up with the times in the advance in medical science, have very little idea of the great importance of medical inhalation in the treatment of pulmonary diseases. To such an extent is this true that no patient should intrust his case to a physician who is not well prepared and thoroughly equipped with everything necessary for the administering of the proper remedy by the method of Inhalation.

The numerous cures effected by Inhalation in cases recently past all need of the uniform success attending its use in diseases of the respiratory organs, renders it obligatory on every honest physician to at once acquire the self to gain a practical knowledge of the Inhalation, or, if that is not possible, he is at least bound to refer his patients to one who is.

Among the most eminent physicians of the age who are fully awakened to the value of Medical Inhalation in these diseases are the following: The celebrated Dr. Burdon-Sanderson; Dr. La Roche, of the Paris Academy of Medicine; Dr. Frederick Langhans, of Berlin; Dr. Kiebs and Tommas-Crudell; Sir Archibald Dickson, of Edinburgh, Scotland; Dr. Richter, Dr. Cameron, Dr. Gordon Buck, Dr. Hilbert, Dr. G. P. Wood, Dr. Pritsch and Hittig, Dr. Fothergill, Dr. Richard Thompson, Dr. R. Carpenter, Dr. Andrie, Hall, Fuller, Lancoureaux, Kraus, Eugenie, Heller, Orth, Corrigan, Penwick and many others. With scarcely a single exception, every medical authority of eminence recognizes the wonderful potency of this new method, and the coming generation of physicians are certain to be thoroughly educated therein. At present it is only a few physicians here and there who have made "Diseases of Respiration" a life study that are fitted in any way to employ the wonderful resources of Medical Inhalation in the cure of these diseases.

## THE CURABILITY OF CONSUMPTION.

For five years the celebrated Dr. I. H. Bennett was pathologist to the Royal Infirmary of Edinburgh, and in his great work on "Consumption" he makes the following statement: "During this period I made upwards of 300 post-mortem examinations of persons dying from various diseases, and I constantly met with cases in which I found cavities in the lungs from consumption, which had evidently healed up or closed years before the death of the subject. Nature did not seem to have been successful in restoring the wasted lung-substance, but the cavities were filled up, the progress of the disease arrested, and the subject lived for years, with diminished lung power it is true, but otherwise in good health."

## CONSULTATION FREE.

(i. e., for only a few minutes.)

OFFICE HOURS: 9 a.m. to 12:30 p.m., 3 p.m. to 6:30 p.m.

Sundays, 2 to 4 p.m.

W. N. DAVIS, M.D.,

464 N. Spring st.,

Over the People's Store, Los Angeles, Cal.

## WEST COAST LAND CO., San Luis Obispo, Cal.

Incorporated March 27, 1886. Capital, \$500,000.

DIRECTORS: GEO. C. FRANKLIN, San Francisco. JOHN L. HOWARD, San Francisco. ISAAC GOLDSTEIN, San Luis Obispo. R. E. JACK, San Luis Obispo. C. H. PHILLIPS, San Luis Obispo.

OFFICERS: JOHN L. HOWARD, President. ISAAC GOLDSTEIN, Vice-President. R. E. JACK, Treasurer. C. H. PHILLIPS, Secretary and Manager.

The West Coast Land Company now offer for sale in subdivisions

THE PASO ROBLES RANCH,

Of 30,400 acres, less 6000 acres sold to settlers in the past four months,

THE SANTA YSABEL RANCH,

Of 30,200 acres,

THE EUREKA RANCH,

Of 31,000 acres,

And 12,000 acres of the HUEHUEN RANCH, all lying in a body, on the S. P. R. R., at its terminus in SAN LUIS OBISPO COUNTY.

These are agricultural and fruit lands, in quality equal to any in the State, with an average annual rainfall exceeding that of Santa Clara county, and

REQUIRE NO IRRIGATION.

TEMPLETON, the present terminus of the railroad, less than three months old, has a population of over 300, a newspaper equal to any in the State outside of San Francisco, the Templeton Times; the Templeton Institute, established and primary department now open; the best hotel in the county and south of Salinas on the road, and lies central to these ranches and to

FIVE HUNDRED SQUARE MILES

Of rich agricultural and fruit land—the most picturesque section of country on the Pacific coast. Eight hundred acres have been subdivided into lots of from 5 to 12 acres each, adjoining the town and Templeton Institute, for the convenience of patrons of the school, and are offered at low prices and on same terms as ranch lots. The ranch subdivisions are offered at an average price of \$20 per acre, and are equal in every respect and superior in point of climate and rainfall to lands in San Bernardino and Los Angeles counties, readily selling at from \$100 to \$200 an acre.

TITLE, U. S. PATENT.

TERMS OF SALE—One-third cash, balance in four equal payments, at 2, 3, 4 and 5 years; interest 5 per cent per annum. The mortgage tax paid by the mortgagee, make the interest about 4 per cent. net to the purchaser. A deposit of \$25 will be required in all cases, to cover expenses of sale.

C. H. PHILLIPS, Manager,

West Coast Land Co., San Luis Obispo, Cal.

A new catalogue and maps showing the location of these lands, the town of Templeton, the 800 acres in 5 and 12 acre lots, and all the ranch subdivisions will be sent free on application.

230 N. Main St., And West End Temple-st. Cable Line.

## MERWIN &amp; HUBBARD BROS.

—HAVE FOR SALE:—

34 lots in the Hutchinson tract, on Temple-st. dummy line now building past them.

3 choice, high lots, near west end of Temple-st. cable line, price, \$800 each.

33 lots on Temple-st. cable line, near engine-house; all prices.

1 lot, 40x120, block C, in Los Angeles Improvement Company's tract, on Alvarado st.; \$325.

2 large, level lots, size 132x100 each, in Judson tract, only one block from Grand ave.

1 lot, 8x120, well improved, covered with orange trees, in Judson tract, one block from Figueroa st.; price, \$1000.

1 lot in block A, Lapeer tract, corner, 40x125, near west end of Temple-st. cable line; only \$450.

\$470 buys a 5-room cottage, hard finish, lot 40x120, cor. Yarnell and Diamond st.

A large number of very desirable lots on Boyle Heights, in the Mathews & Fickett tract; also, one car line runs past this tract; now is the time to buy, before the boom reaches this way.

A beautiful house, 10 rooms, hard finished, grounds well improved; lot 32x120; between west ends of Second and Temple-st. cable lines, near Texas st.; price, \$10,000.

A choice cottage, 8 rooms, with bath, gas, etc.; on Hill, near Morris st.; \$7500.

Another new cottage, 8 rooms, bath and all modern improvements; lot 60x120; corner Palm and Piocha st., on Electric road; very cheap; \$7500.

A very desirable cottage on Texas st.; 6 rooms, hard finished, bath, etc.; lot 60x150; on Texas st., half block from Temple; price, \$8000.

We have also some beautiful lots in East Los Angeles, very cheap.

Parties looking for choice city property for investment will do well to call upon us before purchasing. Give us a call.

MERWIN & HUBBARD BROS.,

230 N. Main st., Los Angeles, and at west end Temple-st. cable line.

## PALMDALE COLONY.

CHOICE LAND! LOW PRICES! EASY TERMS!

Near railroad at the foot of the Sierra Madre Mountains in Los Angeles county. Come and see that everything is not yet out of the reach of a poor man. The land is especially adapted for the cultivation of the wine and raisin crops, apricots, peaches, cherries, apples, etc. PRICES OF LAND from \$15 to \$25 per acre with water for irrigation; land without water from \$7 up, in tracts of 20 acres. Terms, 1/3 cash, balance in one, two and three years at 7 per cent. For further information apply to

JOHN J. JONES, No. 283 N. Main st.,

New Postoffice building, P. O. Box 52, Los Angeles, Cal.

## HOMES FOR ALL.

ONLY \$100 IN FULL PAYMENT ON THE INSTALLMENT PLAN!

FOR A BEAUTIFUL LEVEL LOT, COMMANDING VIEW, \$20 DOWN, balance of \$80 on installments of \$10 per month without interest. Recent rights also a well is now being put down for domestic purposes on each 10 acres. This subdivision of 20 acres into lots 50 feet front on 80-foot streets, lies just beyond the city limits at Boyle Heights. Street cars now run near to it and the two elevated roads are soon to be completed, together with the liberal donations for the new college, will soon make these lots pay you \$20 per cent.

HUMPHREYS &



## ACROSS THE CONTINENT

E. F. ROE, THE NOVELIST, GIVES HIS IMPRESSIONS.

An Admitted "Tenderfoot," He Writes Phainly and Interestingly of What He Sees—Tribute to the Balm Air of Los Angeles.

[Correspondence to the Interior Ocean.]  
LOS ANGELES (Cal.), Jan. 28.—In complying with the request to write a few letters from this region, I shall not seek to give statistical and accurate information, such as might be embodied in a report. It will be long indeed before I can write in any sense as an authority. I am a "tenderfoot," as newcomers are often termed, of the most immature character. All is new and strange and much strangely beautiful. I have almost everything to learn about topography, scenery, trees, plants, birds, flowers, etc., while human life and its conditions, the most interesting subject of all, presents an inexhaustible field for study. It has occurred to me that many whose duty or inclination keeps them near their own hearths may find some pleasure in seeing through my eyes.

In a certain sense—not a satisfactory one, I admit—they can journey with me, accompany me in my rambles and longer tramps among the foothills and cañons or take a drive to some distant ranch.

ALL I CAN PROMISE is to give the impressions of a somewhat close observer. Familiar with the horticulture of the East, I may be able to understand the methods of culture and character of plants more readily than some others. But I make no promises whatever, either as to the number of these letters, their frequency, interest, or accuracy. I shall not consciously mislead, but merely suggest that I do not belong to the class of people who are always right.

The journey to this region in itself is an experience not to be forgotten. I had never been further west than Chicago, nor had I been in that remarkable city since I looked upon its smoking ruins in '71. In comparing its aspect then with its present appearance, one gets a tremendous impression of American energy and thrift. I spent two hours in almost steady walking, and yet had only half seen an immense manufactory erected by an old friend and neighbor. The lofty roof surmounting a mountain of brick, which throbbed with powerful machinery, formed a good vantage point from which to guess at the enormous business of a city recently a swamp, and less than a score of years ago in ashes.

THE LATE NOVEMBER DAY was bitter cold and we saw evidences of severe frost in the frozen ponds and streams as our train rushed westward. The boys were making the most of the smooth, black ice before the snow came and covered all. Alas for the boys of the Prairie State! The cannot ride down hill. I suppose they have sleds, but what can they do with them in this sea-like land, which looks as if the ocean had become solid in a moment of calm! The prairie, seen for the first time, made an impression much like that of the peaceful Pacific later on in our journey. Some of us sat up late that we might see the stars gleam in the "Father of Waters," for we were told that ice was already running. We were catching our last glimpse of winter. The following morning found us at Kansas City and in genial sunshine. There was novelty in the very fact that we were beyond the Missouri River.

A busy life given to other pursuits had left old ideas of geography very much unchanged. Between us and the Pacific coast there was a vague and terrible wilderness, the great American desert, the Rocky Mountains, and a vast region then practically unknown. It seemed but the other day that immigrants in their "prairie schooners" were creeping West, until in too many instances, the red savages checked farther advance in rapine and blood.

TO VETERAN TRAVELERS who live intensely in the present and are speculating on the immense changes of the immediate future, all this may seem commonplace, but to one just from the seclusion of his study, the marvelous changes wrought by American energy are a revelation. He has heard and read about these changes, but has never realized them. Instead of joining a wagon train and looking well to our rifles and ammunition, we entered a superb palace car of the Atchison, Topeka and Santa Fé Railroad, and a colored porter carried in our lunch baskets.

As we saw a mother and child comfortably placed in an elegant stateroom our thoughts would revert again to the mothers and children who had traveled in the same direction but a little time before under a canvas shelter, while husbands and fathers walked warily beside them, armed to the teeth. The journey to the Pacific has, indeed, been robbed of all its hardships and of everything that a few years ago would have been regarded as discomfort. In fact, it has now become a question of the various degrees of luxury offered by the competing lines across the continent. The Santa Fé road can certainly be made a favorite among the several routes, especially with those whose destination is Southern California. As far as I can learn, it will become the shortest and most direct line from Chicago to Los Angeles, involving few if any changes. The invalid will be able to reach the land of vivifying sunshine in the briefest time and with the least discomfort. Although the ground was dry almost the entire distance across the continent, we were but slightly troubled with dust. The high elevations over which parts of the road pass may produce disagreeable symptoms in some instances, yet but few in our car.

SUFFERED FROM THIS CAUSE. To me the pure, transparent air, when over 7000 feet above the sea, was exhilarating. There was one thing, however, of which all the passengers did complain—the inability to obtain a cup of tea or coffee on the train. The eating stations, when reached, were all that could be desired, but they are too far apart, and even when a train is fairly on time there is no certainty as to the hours of meals. Detentions, of course, are frequent, and lunch baskets an imperative necessity; but these, however well-stocked, are inadequate. Most people, when rising, are accus-

omed to taking a cup of tea or coffee with their food, and with these accessories, a light breakfast suffices until well into the day. He was regarded as a poor officer in the war who did not see that his men had their coffee before requiring service of them. To delicate women and invalids a cup of tea, accompanied by a slight repast, when they feel the need of these, is worth a wilderness of eating-houses, for which they must leave the car in all kinds of weather; and all the corporations in the United States will not persuade them otherwise. The management of the Santa Fé route has merely to provide for this necessity in order to make it, one would think, the most popular transcontinental road.

It appears to me the State of Kansas can not fail to make a profound impression upon the traveler, so boundless an idea of fertility and capability is given. As you ride hour after hour and watch the corn-fields, stretching away as far as the eye can reach and alternating with almost limitless pastures dotted with cattle, you feel that you are in a region that could feed the world. There was a delightful air of thrift also in most of the homes, and many of the immense farms were inclosed in substantial and picturesque walls of yellow-looking stone.

THE QUARRIES FROM WHICH IT CAME were on every side, near the surface and easily worked, giving the impression that the kindly hand of nature had placed just what was needed in a comparatively treeless region. It does not follow that nature meant the region to remain treeless; and if the idea of planting one-third of their State in forests should some day enter the heads of the people of Kansas, they would develop one of the choice garden spots of the world. How many generations must pass before the disposition in the Eastern man to destroy a tree will be eradicated and a desire to plant a tree be developed in the average Western man?

There is no occasion to describe in detail the scenery along a route which is traveled by hundreds daily, and which has often been portrayed by abler pens than mine. It was all very new and strange to our Eastern eyes. In Colorado we saw a rocky height surrounded by a great castle, at least this illusion seemed almost perfect. Climbing Raton pass was like visiting another planet, all was so novel. Then followed in swift succession strange-looking, treeless mountains, Mexican settlements with their adobe houses, as we descended into wide grassy plains called "vegass." At the point where we passed the great fair of Arkansas River the cattle seemed innumerable. Vast herds were cropping the "bunch grass" on every side until the animals became mere dots in the distance. The genuine cowboy was to be seen at the stations and his revolver was conspicuous.

FAIR TO THE RIGHT we caught glimpses of Pike's Peak, and further on still was a vast range of snowy mountains which in the distance gave a vivid impression of a marble city. Again the marvelous volcanic formations of rock, red as blood, would approach near our line of travel. In a sheer precipice of great height, stretching beyond the range of the Hudson; then an enormous fort with its bastions would appear; next a brick warehouse that might shelter the merchandise of a State. At one time we all exclaimed at the illusion of a grand cathedral, with its Gothic entrance and buttressed walls.

My chief regret was that we had to pass in the night so much that was as unfamiliar as if it belonged to another planet. The desire to leave the train at some points and examine at leisure various objects of interest was almost irresistible. It was fairly expected to be whirled by a Zuni Indian village for the wish to see one'sself the strange homes and stranger life within them was strong indeed. Cañon Diablo has been well termed "that hideous crack in the face of the world." It is a thing to come back to one again in a nightmare. Indeed, for a long time the whole visage of nature has been the imprint of spent, yet fiery, passion, the terrible traces of which kindly time can never remove. It was pleasant indeed after leaving the infernal-looking cañon far behind to enter the fine forests near Flagstaff, to see the young moon creating the familiar lights and shadows upon the snow, and above all, to catch the home gleam from cottage windows.

DWELL UPON NOR IN CANON DIABLO. In the morning we arrived at the Needles, so named from the pinnacled rocks near. Breakfast was much abridged for barter with the uncouth Indians who gathered about the station. Cold as it was, the costume of the squaws was still more distressingly abridged. When the mercury stands at 118°, as it sometimes does in this region, one might well wish to pass in the shade, it was, indeed, a picture of vivid contrast to see a fair young Sioux girl bargaining by signs with one of these hideous aborigines of her own sex. Could both be women, "made of the same blood?" The thought of evolution made one weary in this instance; yet in the wares they offered the poor creatures evidently possessed some distinct and unique ideas of beauty.

We were soon on our way across the Colorado River, a swift, muddy and almost uncontrolable stream, which made our beautiful Hudson seem a hundredfold more lovely. As our train crept across the creaking bridge there was one consolation in the thought—that is, if we kept out of the water—that there was plenty of it beneath us, running to waste also in a region where water will eventually be worth more than all the silver and gold in the mountains. After leaving the Missouri and Kansas Rivers the impression becomes more and more strong that water is the prime necessity of this part of the continent.

This impression was greatly enhanced by a long day's ride over the most desolate region I have yet seen. Truly I then learned the meaning of the word desert. Even in winter it was as hot as in August, and I was told that in summer the temperature is often intolerable.

ONE'S EYES FAIRLY ACHED at the wide desolation and one's heart was filled with awe as imagination recalled the time when the great black craters which we passed were in terrific activity, sending out lava streams which reached almost the railroad track. The question would continually arise, "Can these hundreds of square

miles be redeemed?" It is said to be believe that anything or anybody cannot be redeemed and put to good and wholesome uses.

Of course, as long as there are millions of acres, which need only to be "tickled by a plow to blossom into a harvest," such deserts will be abandoned by those whose mission it is to "subdue the earth." I have the feeling, however, that some day these waste places will be redeemed by skill and industry. Even at this time the Worthington Pump Company could distribute the Colorado River over these arid acres and make a tropical garden of them. The terrible climate would prove a greater difficulty. Pierce summer heat, winter's cold and violent storms alternate, but some day—let there be hope even for this fire-smitten desert into which even a river flows and is lost.

The wide, lonely, desolate regions through which we had been passing tended to enhance the comfort and social life in our parlor-car. One of the very possible pleasant features of a long journey is the opportunity to make agreeable acquaintances. Of course you will meet with ordinary, well-bred people, with whom you will part with a hearty bon voyage, and that will be the end of it, but you are apt to fall in with some who have had rich and varied experiences, which, within the limits of good taste, may be imparted to you. You may find that you are

TRAVELING WITH GREAT TRAVELERS, and can see much of the world through their eyes. He makes a wretched blunder who secludes himself in his shell, whether that shell be composed of absurd pride or exclusiveness in any form.

A fine reticence can be maintained with much affability and bonhomie, and it is often far more instructive and entertaining to hear a man or woman talk than to read a book; and a man, like books in sober binding, often conceals much richness under a plain, unassuming exterior. I shall not soon forget the chat I had, late at night, with the conductor on the Atlantic division of the Santa Fé. He made the region through which we were passing in darkness real to me; and he made other phases of life real also, for actual experiences are always real. It was pleasant to meet a man who was not conveying his passengers across the continent as if they were so many "hostiles."

Sometimes it is one's good fortune to meet with people who are exceptionally interesting and agreeable, and who, by their genial companionship, shorten your journey hundreds of miles. Such a gentleman was Mr. J. F. Crank, president and owner of the San Gabriel Railroad. He knew the country well, and was ever on the alert to point out objects of interest. He had pleasant words for one and all—in brief, he was a human embodiment of the glorious sunshine through which we were passing. I often thought what a miserable abortion is a selfish, morose fellow, sedulously looking after his own dignity and comfort, compared with this large-brained man, who could build and "run" a railroad "on his own hook."

I know he will forgive me if I give a bit of his experience, because

IT MAY BRING HOPE TO SOME who might otherwise despair. A few years since three skillful physicians in Chicago told him that his wife could not live over three days. He did not fold his hands resignedly, but immediately decided to take her South. The physicians protested and he retorted: "You give her no chance here; therefore I take no risk. I won't sit idle and see her die." He carried out his surly climate and she improved. He tried many climates and she lived, but with often recurring hemorrhages and discouragements. At last they found an abiding place on high ground near Los Angeles, and health came surely and steadily. In the little, active lady who engaged in a romping game of snowball on the "Great Divide," the glow of health visible on her cheeks even in the midnight, one had a convincing proof of what climate can do. I believe there are thousands dying at the East who could live happy, vigorous, useful lives in Southern California.

Our palace car witnessed another pleasant phase of human nature in the sympathy excited in behalf of one of these invalids seeking health, and not too late one hoped. A gentleman gave up to her his more advantageously located room, and the fellow passengers vied with the devoted husband in their kindly and gentle attentions.

Finally we reached the pass down which the trains rush to the level of San Bernardino. Mr. Mixer, division agent of this portion of the road, kindly gave me permission to ride on the engine. It was an experience

LONG TO BE REMEMBERED, and of which no adequate description could be written. The young moon appeared to suggest all the more strongly the white gorges we skirted or crossed, while the headlight of the engine projected a luminous path that seemed to cut through and over insurmountable obstacles. At times it pointed toward a great black mountain, then it would turn and dart into an excavation, whose precipitous sides rose above my vision. Almost before one could breathe there was a rocky valley beneath us and we were about to strike the opposite cliffs squarely, but the sinuous path of light passed on through unexpected openings, and our iron steed seemed to know the way so well that there was never a second's pause. Down it sped through the wild pass, proclaiming in the thunder of its advance the triumphs of science. An hour or two later we realized that we had crossed the continent within a week. Such a journey is an education in itself, so profound an impression of vastness is made upon the traveler. Any one conscious of narrow-mindedness or provincialism should take it as a radical cure.

All parties concerned in planting shrubbery, roses, etc., are specially requested to visit Leigh Overman's Nursery Depot, corner Temple and Fort streets, as they will find not only the largest variety of roses in Southern California, but an endless variety of choicest shrubbery, clematis, etc., to select from.

The Renton, 712 Sutter st., San Francisco. First-class private family hotel. Location healthful and convenient. Mrs. Truesdell.

Eagleson & Co., 50 North Spring street, branch of the great furnishing goods manufacturing house of San Francisco.

Large assortment of traveling and tourists' shirts at Eagleson & Co.'s, 50 North Spring st.

GHIBRARDI'S prepared cocoa, most excellent substitute for tea and coffee.

Napa Soda is an invigorating tonic.

## LASTING MERIT!



This supplemental testimonial proves the permanency of cures when made by the "CARBOLIO SMOKE BALL" and "DEBELLATOR."

Read This First Letter.  
SACRAMENTO, Dec. 10, 1886.  
CARBOLIO SMOKE BALL CO.—  
GENTLEMEN: Monday of this week our son, Willie, aged 22 years, called at your office and purchased a Smoke Ball after receiving a FREE TEST. He had measles when he was 3½ years old, and it left him with deafness in the left ear. When he reached home his father gave him another dose, and that night he got great relief, even so much the pain left his chest and he had a discharge from his ear, which had been very dry and had pained him very much for years. Our boy can hear now as well as any person living, and our family is overjoyed with the results of the treatment of the wonderful "Carbolio Smoke Ball." Hoping this statement will be the means of letting some other afflicted one know of the great efficacy of the "Smoke Ball," we are, very respectfully,  
ROBERT WINTHER, Artist.  
MRS. JOSEPHINE WINTHER,  
417 Montgomery st., room 18.

Then Read This Additional.  
CARBOLIO SMOKE BALL CO., Feb. 8, 1887.  
I am happy to state that the cure of my deafness, mentioned and certified to by my father, and another on December 10, 1886, is permanent, and I am improving rapidly in my catarrh. Very respy,  
W. WINTHER,  
417 Montgomery st.

LOS ANGELES, Jan. 27, 1887.  
GENTLEMEN: I have suffered for more than 10 years from the worst form of neuralgia, giving intense pain, whereby nearly every day after using your Smoke Ball for less than one week, I am entirely well and free from all pain. Every success to your Smoke Ball. We do not go abroad for proof of our assertions that the "SMOKE BALL" and "DEBELLATOR" treatment is the simplest, most convenient, sure and speedy cure for all Head, Throat and Lung diseases extant, and that the "SMOKE BALL" marks a new era in the successful treatment of Catarrh, Bronchitis, Asthma, Neuralgia, Deafness, Weak Eyes, Granulated Lids, Croup, Scurfing, etc.

A FREE TEST given to all callers at rooms 3 and 4, over 28 N. Spring st., Los Angeles, Cal. "SMOKE BALL" and "DEBELLATOR" Package sent by mail with full directions, on receipt of price, 65¢ (Smoke Ball, 65¢; Debellator, 85¢), and two postage stamps.

CARBOLIO SMOKE BALL CO.  
Rooms 3 and 4, over 28 N. Spring st., Los Angeles, Cal.

Office hours: Week days from 9 a.m. to 5 p.m.; Sundays from 10 a.m. to 7 p.m.  
Separate agents for all cities, who are requested to call between the hours of 10 a.m. and 5 p.m., to avoid the crowd.

Lumber.  
WILLAMETTE STEAM MILLS  
LUMBERING AND MANUFACTURING CO.  
(Formerly the Oregon Lumber Co.)

OREGON PINE AND CALIFORNIA REDWOOD LUMBER  
Of every description at their new yard  
ON DATE, CHAVEZ AND MISSION STS.  
Particular attention paid to orders for unusual lengths and dimensions. Orders solicited.  
J. A. RUSS, Agent.

JAS. M. DAVIES, J. A. REDBURN,  
President, Vice-President  
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DAVIES-HENDERSON  
LUMBER COMPANY,  
Dealers in  
LUMBER AND BUILDING MATERIAL,  
Los Angeles, Cal.  
YARD, 180 FIRST ST.

THE W. H. PERRY  
LUMBER AND MILL CO.'S  
LUMBER YARD AND PLANING MILLS  
Commercial Street.

Real Estate.  
L. H. WHITSON. JOHN W. FRANCIS.  
Genuine Bargains!

\$3000—House of 6 rooms and two good lots, on Grand ave.  
4000—House of 11 rooms, two stories (new), lot 60x150 to alley, near Main st.  
1800—House of 5 rooms, Boyle Heights, lot 15x150, to alley, near Main st.  
4500—House of 8 rooms, to fruit and vines, Pearl st.; lot all set to bearing trees; cement walks and driveway; terms easy.  
2500—One lot on Pearl st., 25x150, to alley, close in.  
2500—One lot on Pearl st., 25x150, set to 15-year-old orange trees, terms easy.  
900—One lot, well situated, on Angelino Heights; terms easy.  
3000—Four lots, 50x175 each, near street car; No. 1 location.  
1000—One lot on Ninth st.; street cars run in front of lot.  
One of the finest and best located ranches of 15 acres in Vernon district, all set to trees and vines in bearing; house of 6 rooms; windmill tank, and all necessary outbuildings; cheap.  
Also, an elegant affairs ranch; 15 acres in No. 1 location; artesian flowing well, large barn and good house; very cheap.  
Also, some choice 10, 15 and 20 acre tracts near the city, at bedrock prices; come and see them; you will believe.  
CHICAGO & CALIFORNIA LAND CO.,  
No. 20 S. Spring st., Los Angeles.

FOR SALE AT A BARGAIN.  
PAYING ORANGE GROVE, WITH CROP.  
For particulars and price inquire of  
Southeast corner Fourth and Spring streets,  
Los Angeles, Cal.

Unclassified.  
FRUHLING BROS.  
IRON WORKS.

All kinds of Housesmithing done on short notice.  
WROUGHT-IRON FENCING,  
CRESTING, RAILING, ETC.,  
A SPECIALTY.  
54 South Los Angeles st.

COCKLE'S  
ANTI-BILIOUS  
PILLS,  
THE GREAT ENGLISH REMEDY!  
For LIVER BILE, INDIGESTION, etc. Free from mercury. Contains only Pure Vegetable Ingredients.  
LANGLEY & MICHAELS, Sacs  
Francisco.

HORSESHOEING—REMOVAL  
L. BARNETT, FIRST-CLASS HORSESHOER AND BLACKSMITH,  
Has moved from his old stand, corner Second and Main to SECOND STREET, few doors east of Main.

Medic.  
California Remedies of Sarsfield Remedies Co.

Sarsfield's Remedy for the Blood and Constipation.  
Sarsfield's Remedy for Diphtheria and Pneumonia.  
Sarsfield's Chronic Ulcer Salve.

These remedies are well-known in Central and Northern California, and are now introduced in the Southern States. The Sarsfield Remedies, cured of aggravated piles and hemorrhoids in five weeks.  
Rev. J. T. HUFF, Turner Station, Or. (refers to Rev. Dr. Frost, minister, cured of Blood Piles, hemorrhoids and many years by use of the Blood Purifier and Salve. His letter is a remarkably warm endorsement.)  
We are also permitted to refer to Hon. Ira G. Root, Superintendent of Public Instruction, Sacramento; L. A. Upson, Sacramento; A. D. Carville, Carville Manufacturing Company, San Francisco; Judge George W. Williams, Treasurer; Mr. and Mrs. Charles Lox (Lax & Miller), San Francisco; C. C. Current, 222 Market street, San Francisco, and a host of others as well known.

These cures have been made by the use of the Blood Purifier and Ulcer Salve, which are HOUSEHOLD REMEDIES, etc., effective in impurities of the Blood and diseases of the Liver and Kidneys, CHRONIC CONSTIPATION, PILES, FLEAS, etc.

Manufactured and For Sale by the  
SARSFIELD REMEDIES COMPANY,  
115 EDDY STREET, SAN FRANCISCO, and by all reputable druggists. Price, \$1 per bottle for the Blood Purifier and \$1 and 25c per box for the Salve, according to size.

HOTELS, ETC.  
Grand View Hotel!  
MONROVIA, CALIFORNIA,  
On the Los Angeles and San Gabriel Valley Railroad, Sixteen Miles from Los Angeles.

NOW OPEN. J. S. KEEFER, PROPRIETOR,  
Formerly of the Grand Central Hotel, New York City.

The Sierra Madre Villa Hotel.  
OPEN ALL THE YEAR.

Acknowledged by all to be the most charming resort in Southern California, and commanding the grandest view of the San Gabriel valley and Pacific ocean. Located on the south side of the Sierra Madre mountains, in the midst of an orange grove. Sixteen hundred feet above the sea and fourteen miles from Los Angeles. The Los Angeles and San Gabriel Valley Railroad passes within 1½ miles of the Villa. 140 acres of oranges, lemons, figs, pears, walnuts, etc. POOL COMFORT, GOOD LIVING, PURE AIR AND SPARKLING MOUNTAIN WATER—which are so essential to health—it has no rival. Five trains daily each way. Telephone communication with Los Angeles. Trains leave Los Angeles at Downey ave. bridge, 12:15 a.m., 10:30 a.m., 2:30 p.m., 4:30 p.m., 5:30 p.m. Sunday 10:15 a.m., 5:30 p.m., for Lamanda Park, where our stage in etc. all trains.

WM. G. COGSWELL, Proprietor.  
Address, LAMANDA PARK P. O.

Carriage Company.  
CALKINS CARRIAGE COMPANY  
CORNER LOS ANGELES AND ARCADIA STS.

Real Estate.  
A Flourishing Town at the Foothills!  
PUENTE!

STOP and see what has been done at this thriving place. It is only 18 miles from Los Angeles. Ten passenger trains pass daily. A nice hotel has just been built. A tasty and well-kept hotel is open to the public. Four stores have been built, and several cottages, a lively stable, a blacksmith shop, etc. etc. A brick block is now going up which will contain three business rooms on the first floor and a large music-hall and ante-rooms in the second story. One or two more brick blocks are projected to be built soon. The plans have been adopted for a church, which will be built before spring. A \$5000-schoolhouse is soon to be erected. This is fast becoming a business center for the large and beautiful valleys surrounding it. It will be a popular health resort, as it is well protected by the foothills and commands a fine panoramic view of Corona, Azusa, Duarte, Monrovia, Sierra Madre, Pasadena, Raymond Hotel, etc., etc. The place has fuel for many large manufacturing industries in different parts of the State. Why should we not have manufacturing done here and save transportation? The surrounding lands are about to be subdivided into small tracts. Visit Puente and be convinced that this is the place to make good investments. Lots have sold very rapidly, but few are LEFT which can be had at low prices.

Real Estate.  
DAMON & MILLARD,  
REAL ESTATE & INSURANCE BROKERS,  
134 N. Main St., Los Angeles.

\$550 each—Two new painted and papered houses, with lots.  
\$750—New 6-room house on Metcalf st., 200 feet from Templest. cars  
\$4000—Nice, new 10-room house near Templest. cars.  
\$10,000—Elegant house of 8 rooms, Templest. cars, bet. Olive and Charity.  
\$4000—6-room house, bet. Third and Fourth on west side of Los Angeles st.  
\$7500—Elegant residence, 8 rooms, Charity st., near cars.  
\$2500 to \$2750—Lots in Ames Wright's subdivision of Painter & Ball's addition to Pasadena; on Fair Oaks ave.; good terms.  
\$750—Lots in Lehighwood tract; easy terms.  
\$1250—Lots in Severance tract.  
\$1500—Fine lot in Scott's addition to Santa Monica.  
\$1500 to \$2500—Lots in Duarte; easy terms.  
\$1500 to \$2500—Lots in Washington Heights; easy terms.  
\$2500 to \$3500—Lots in Beaumont; also, acres at \$200 to \$300.  
\$1000 to \$2500—Lots in Gardena; also, 30-acre tracts at \$100 per acre.  
\$1000 to \$1500—Lots in Compton; also, ranches acre by acre.  
\$750 per acre for 5-acre lots just south of city limits.  
\$10 per acre for 640 acres good wheat and barley land.  
\$45 per acre for 200 acres near Corcoran Station, on railroad; good corn and alfalfa land; choice for pears.  
\$150 per lot, 50x150, on Boyle Heights; 500 cash, \$10 per month, no interest; street cars will soon pass on south line of these lots.  
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FOR SALE AT A GREAT BARGAIN.  
If applied for soon, a tract of 3½ acres in this gem of all the colonies of Southern California. Unrivalled in scenery, plentiful supply of purest, coldest mountain water, no frost, no fog, no harsh and chilling winds.  
FAR BETTER AND CHEAPER THAN ANY PROPERTY, RELATIVELY, IN PASADENA OR RIVERSIDE.  
Fine cemented stone reservoir and system of pipes, 400 Washington Navel oranges, 50 Eureka lemons, 15,000 choice grape, several hundred peach, prune, apricot, etc. Only one mile from railroad—great transportation route—and 30 minutes from Los Angeles. Could be advantageously subdivided into many fine residence lots. Must be seen to be appreciated.  
For terms and information apply by letter or in person to  
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RESIDENCES.  
\$4,000—Six rooms; modern improvements; street car, handsome lawn; on west side of Hill street.  
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PUBLISHED EVERY DAY, MONDAYS INCLUDED.

RECEIVED BY CARRIERS:  
 DAILY, per week, \$0.15  
 DAILY and SUNDAY, per week, .75  
 DAILY, per month, 4.50  
 DAILY and SUNDAY, per month, 5.00

BY MAIL, POST PAID:  
 DAILY, per week, .85  
 DAILY, per quarter, 2.00  
 DAILY and SUNDAY, per quarter, 2.25  
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 DAILY and SUNDAY, per year, 10.00  
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Address (Telephone No. 25)  
 THE TIMES-MIRROR COMPANY,  
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 ENTERED AT POSTOFFICE AS SECOND-CLASS MATTER.

The Times.

BY THE TIMES-MIRROR COMPANY.  
 H. G. OTIS,  
 President and General Manager.  
 ALBERT MC FARLAND,  
 Vice-President, Treasurer and Business Manager.  
 WM. A. SPALDING, Secretary.

## NEWS OF THE MORNING.

Leading points: Suffering and death in Montana....Berlin war talk....Ocean yacht race arranged....Charge against Patti's assailant....Sir Charles Dilke's legacy....Rains in California....Burned to death....Notable nuptials arranged....Manning's place....No hope for dependent Pension Bill....Appropriation for equipping militia....Twenty years for murder....Notable Jewish wedding....Leaves broken....Diphtheria....San Francisco notes....Discharged for telling tales....The Carz non-committal....Naval Bill in the Senate....Cutting's case again....Trouble in Zanzibar....The State Legislature....Our telegraphic columns give details.

The streets are a mass of water and liquid earth.

At 4 this morning it looked as if the worst of the flood were over.

The rain is a beautiful thing to have, but Jupiter Pluvius has a habit of over-doing things occasionally.

SMITH M. WEEDE does not expect to succeed Manning in the Treasury. Who will seems to be a case of *quien sabe*.

For a time early last evening the rainfall was at a tremendous rate and volume. It came down literally in sheets.

GEORGE A. SMITH'S "Elements of Light and of the Law" receives a long complimentary review in the *Alta California*.

THE effort to establish a new county, to be called Lorraine, in the San Joaquin Valley, is meeting with opposition in Fresno.

SIR CHARLES DILKE has had a legacy of \$700,000 left to him, and thinks of putting it into a daily paper. He can do it as easily as rolling off a log.

WHILE the storm is on, the telegraph lines are interfered with to such an extent as to necessarily cut short the eastern news budget.

SAN BERNARDINO will soon need a water-works system—a fact which the Times of that place points out and discusses ways and means for attaining the desired object.

THE forthcoming marriage of Charles Alexander and Miss Hattie Crocker, which is fixed for April 28th in San Francisco, is the subject of society concern in New York.

WAR TALK is renewed in the foreign capitals, and the movement of German troops to Alsace is watched with jealous eyes by France. Bismarck has won a triumph in the Reichstag.

THE crank "Dr." Hodges, who threw the bomb in the Grand Opera House, San Francisco, endangering the life of Patti and other people, has been charged with assault with intent to commit murder. Correct!

THE latest war rumor in Russia is the publication in a Moscow paper of the statement that Queen Victoria is about to marry Alexander of Battenberg, late King of Bulgaria. Good scheme! Bulgaria would then become part of the British Possessions, and the Queen would become Empress of India, Bulgaria and Battenburg.

THE Oakland Enquirer, viewing the situation in Los Angeles as respects immigration agencies, says: "San José found that an immigration agency at Los Angeles did not pay, and abolished it. San Diego's exhibit in Los Angeles has also been removed, or will be. On the other hand, Fresno county has found its agency in the same city a material advantage, perhaps owing to great proximity of the section advertised. For Oakland, some other method of advertising would doubtless pay better than keeping up an expensive office in Los Angeles."

## That \$150,000.

The Federal government, as our Confederate friends delighted to call it, but, properly speaking, the United States, or Uncle Sam, has appropriated a hundred and fifty thousand dollars to build for himself a lodge or home in Los Angeles. Uncle Sam's coffers are now exceedingly plenteous, and he can, without the least symptom of embarrassment, indulge in this little expenditure. But first, a location for the cottage must be provided, and the land will have to be purchased on which to erect it. Though our uncle still owns a great deal of land (not having given it quite all away to the railroad companies), he owns none in Los Angeles. Though not vain, Uncle Sam is affected with commendable pride, and will wish to locate his building in an attractive part of the city, and such a location will cost a great deal of money. The building itself will need to be fireproof from bottom to top, for the good uncle spends his money upon no other kind. It will need to be a pretty large building to accommodate all the retainers of the old gentleman in this part of his dominion. There is the postoffice, which of itself, in a large city, such as Los Angeles must soon be, will require a great deal of room; and then there are the United States District and Circuit Courts, their clerks, deputies, marshals and juries; then the land offices, and the revenue officers; the officers and employees of the War Department, including those engaged in river and harbor improvements and fortifications; and the men engaged in the Coast Survey. Then the customs officers, for an important part of the country will need room without stint in which to transact their business in the future. All these, and others, will require quarters in the new building, and it is apparent that the appropriation already made is wholly inadequate. It will do to start with, but it should be increased fivefold at least to meet the requirements of the time and the locality. Less important places than Los Angeles have had even larger appropriations for public buildings than we have suggested. Los Angeles is far from the national capital. Until now she has neither asked nor received any favors from the general government, and it may be a long time before she will ask more; but the people here desire to see in this structure a monument to the glory and greatness and just pride of the grandest republic that ever existed on earth. A proper building will have the effect to inspire with patriotism every citizen who looks upon it; whereas a mean and unworthy edifice, erected by so powerful a government, would be simply contemptible.

## Who Are the Dealers?

If some of our citrus friends of the "Northern Citrus Belt" will kindly inform us whereabouts in San Francisco they market their oranges we will be ever so much obliged to them, for we wish to send for a quantity, in order to compare our products with theirs. All we ask is to know the names of the firms in the Bay city that deal in the citrus fruits of the north. We cannot be sure that their products are so much better than those of the south, as claimed, without a comparison, and that can only be made by obtaining samples. Give us the names of the dealers, please, and we will attend to the balance. We might say we have inquired of all the fruit dealers in San Francisco with whom we have any acquaintance, but have not been able as yet to find a single northern-grown orange for sale. We are well aware that there are a great many citrus people in the northern counties; but fruit of that description is not so plentiful, at least, in the market, though, if we are to accept the statements of northern emigrant agents sent down this way there must be an abundance of such fruit somewhere; and we call upon the papers of Sacramento and Oakland and San José to give us the names of the dealers in the citrus fruits grown in the hyperborean portions of the State. Some statistics of their shipments of such fruits to the East might also be of interest to the public, and we will cheerfully publish the figures as soon as furnished.

## The San Francisco Press.

The San Francisco press has a most astonishing faculty for shutting its eyes to things which deeply concern the welfare of that city, whenever the Central Pacific Railroad Company is a party concerned. Perhaps we should not say much about this when it injures to our benefit, as it generally does; but correct journalism compels us to speak the truth on all subjects of public interest, without regard to the effect it may have on any particular locality. The last instance of this blindness of our hyperborean friends has reference to the incorporation of a railroad company for the San Joaquin Valley, west of the river. Concerning this movement, the San Francisco papers have indulged in no comments, except words of praise, although the movement is one directly against the interests of that city, and intended to perpetuate the railroad monopoly under which the people have suffered for many years. The names of the incorporators, one might suppose, would have called forth some inquiry; but not so. The incorporators are, young Crocker, young Hopkins, young Huntington and two gentlemen of color, Brown and Green, and the object of the move is to shut off a competing railroad from approaching San Francisco. It is one of those railroad

squatter movements, for which the Central Pacific people are conspicuous, to prevent anybody from interfering with their exclusive transportation to and from a great commercial city.

The three young men named have no more present idea of building the road indicated than if it were located in the moon, unless some other railroad company should desire to occupy the ground for the purpose of reaching the Bay of San Francisco. In that event, and for the sole purpose of heading off opposition, the Central Pacific Company might start up work upon the line as they did at Santa Ana, and Santa Monica when competition was threatened.

The northern portion of the State had some of the symptoms of a boom nearly a year ago, at the time of the cut-rates on Eastern railroad travel, but it all died out as soon as the Central Pacific Company was able again to assert its accustomed sway.

The southern part of the State enjoys the advantage of competition in its Eastern railroad connections, and this is called a boom. It is simply the advent in this locality of New England railroad enterprise, and the consequent repression of the policy of our California railroad magnates. But our northern friends do not appear to know what the matter is. The same Yankee enterprise that is making things lively down this way would gladly penetrate the up-country, but it is not permitted to do so. Whenever the attempt is made, the Central Pacific Company sits down upon it, and the Press makes no sign.

## The Big Rain.

The tremendous rainfall which began early last evening continued during the night, flooding the streets and the lower part of the city, filling cellars and basements, damaging new buildings, stopping the running of street cars, starting the river on the road towards a boom, and causing uneasiness to the population living in the lower sections and along the river front.

As the snow in the mountains melts, and the waters come down from the highlands, the river, which is not out of its banks at midnight, will continue to rise, and possibly we may yet have a genuine flood; but if the rain does not keep up heavily, this undesirable visitation may be averted. It is to be hoped it may. There will be, in any event, some damage, discomfort and inconvenience resulting from the storm, but nothing to offset the great good the generous rainfall will bring to the country. All danger of a drought may now be considered as past, and the prospect is fair for a good crop season in Southern California. The country will continue to go forward with even more rapid strides than it has been taking in late years. There is no doubt about this.

At the hour of going to press—4 a.m.—the indications are that a flood almost, if not quite, as disastrous as that of February, 1886, is upon us. The Aliso-street bridge is already down, the approaches of the First-street bridge washed away, the old flooded district again inundated, and a big volume of water from up the river yet to hear from. In the local columns will be found a full, yet concise and accurate, presentation of the facts and prospects.

## Our Public Highways.

Should the Legislature adjourn without amending the road laws or making some provision for the improvement of our highways, they will have neglected their most important duty. Nothing is of so much moment to a rural population as good roads, and in nothing has the interest of this State been more neglected than in reference to this subject. It is not a matter that concerns this county alone; other counties have suffered as well as Los Angeles, and the complaint comes up from many quarters. Enough money has been raised for road purposes since we have been a State to have provided a tolerable system of thoroughfares in each county, but the road funds have always been regarded in most of the counties as the special prey of party politicians, and they have been squandered in that way. A little simple legislation would stop this and soon give us good roads, but possibly too many of the legislators have reaped benefits from the road funds to interfere with the present practice.

## The Journalistic Judas.

No other ass save the Tribune and its alleged "staunch Republican"—one of those political nendescrits who voted for an unclean and unfit Democrat in preference to a clean and fit Republican—could have been so assine as to perpetrate the idiocy that Gen. Vandever does not expect to get his seat. He does expect to get his seat, having been cleanly and honestly elected, and he will get it, unless through some infamy such as even the Democratic party would be slow to venture.

As to Gen. Vandever's answer, it speaks for itself. It was drawn with absolute precision by one of the most justly famous law firms on the whole Pacific slope. It will do, despite the venomous gibberings of that journal. The answer is simply a form of law. The business in the case will be done in the taking of evidence, and Gen. Vandever is ready for the fun to begin.

THE TIMES yesterday called the attention of Judge Alex. Campbell of Houghton, Campbell & Silent, Gen. Vandever's attorneys, to the Tribune's remarkable doctoredings. Judge Campbell—than whom there is no better known lawyer on the coast—was surprised. He had not seen nor heard

of the Tribune's remarks before. He said he did not suppose any paper could be so idiotic as to say such things. Probably the new man from Chicago didn't understand things yet. Said the Judge: "There is nothing partisan about the answer. We drew it in the most unbiased way from unquestionable facts. It is nothing like as partisan as Lynch's notice. This is a simple denial of his allegations, and charges in return facts that were notorious. Every one that was here knows that the local Democratic managers used a great deal of money. We are prepared to prove that. The Republicans did not. The answer is a plain answer, and in no sense partisan."

COL. INISH, the bright editor of the *Alta California*, is neat, if not grumpy, when he has a difficult corner to extract himself from. Listen to his warble:

It is better to be born lucky than rich. The Los Angeles boom was born lucky, and is rapidly getting rich. The real estate agents of that city, noting above the northern horizon an Oakland boom, no bigger than a man's hand, hastened to warn the recently thawed-out Eastern tourists that Oakland was under four feet of snow. The Oakland folks heard the allegation and determined to defy the allegorist. So they arranged an excursion from Los Angeles for the Eastern tourists, and it arrived on Friday night, February 4th, and lo! next morning the tourists opened their eyes on a driving snowstorm that had smothered the Contra Costa Mountains in shining white. Los Angeles has more luck than a free nigger. A snowstorm up here comes once or twice in 10 years, and is really an agreeable experience, cooling the sultry air, and though it fall on open roses, lilies, heliotrope, violets and camellias, they are not injured by it. But how shall we ever make it right with these excursionists?

By candidly advising them to return to Los Angeles—to Summer-Land—and henceforth keep clear of the realms of snow.

THE Los Angeles Tribune, which is becoming notorious for its severe economy of truth, has the ineffable gall to assert that it prints more reading matter than THE TIMES. This is untrue. Take, for example, last Sunday's issues of the two papers. THE TIMES contained, by actual measurement in lines (which we have taken the pains to have made), twenty per cent. more reading matter than the Tribune of the same day. This simple fact cannot be disproved. Other issues of the two papers will show comparisons to the disadvantage of the Annanias announcer. Figures—exact measurements—"talk," but prevarication "don't go." THE Tribune is a reckless pretender and a daily and shameless assailant of the truth. With its scaly origin and its besmirched personnel it could not be otherwise.

DANIEL R. CLYMER, ex-Mayor of Reading, Pa., sends out a little circular in which he publishes, *pro bono publico*, his discovery that "onions inhaled cause sleep, rest and repose. The soldier on his march and the exhausted iron worker get great strength from eating the onion. Tie a fresh onion around the neck and bruise it to make its odor thorough and you secure sound sleep from its nightly inhalation."

Mr. Clymer might give, if he only knew it, an additional testimonial to the efficacy of the onion by stating that when bound in the arm-pits and on the soles of the feet of a drunken man it draws the poison out of him and sobers him up quicker than any other known agency. There is virtue in the onion.

## AMUSEMENTS.

GRAND OPERA HOUSE.—The Carleton Opera Company commenced their week's performances last night to the accompaniment of a thunderstorm so loud that it interfered occasionally with the harmony within; while the drenching and continuous downpour of rain sufficed to keep away a large number of those, especially of the fair sex, who had secured seats in advance. Notwithstanding these drawbacks, there was a fair-sized audience present, and the applause was hearty and genuine throughout. The comic opera of *Yankee* was the piece of the evening, and its sparkling numbers were excellently rendered by the very competent company which Mr. Carleton brings here to support him. The auxiliaries are numerous and well drilled, and the characters are throughout are handsomely and effectively costumed. Mr. Carleton is a host in himself, and his many bearing and fine voice made him an immediate favorite with the house. Miss Fanny Hies, the leading soprano, was particularly successful in the rôle she was charming in voice and action.

Considering the drawbacks which attended their first performance here, the company gave an excellent entertainment, and had no reason to complain of the reception by the damp but enthusiastic audience. The local orchestra was considerably strengthened in number and did good work for the short time they have had for preparation.

## TRIFLES OF THE TIMES.

Anticipating—Young lady (to brother): "Bob, what is the most fashionable color for a bride?" Bob: "Well, sis, I don't know about the fashion, but for me I should prefer a white one."—(Life.)

"Have you the time," asked a Burlington woman of a man passing by rather unsteadily pursuing his way up Church street. "No—no, madame," was the reply, "but I had it last night."—(Burlington Free Press.)

The new City and County Clerk is heartless enough to post up a sign reading: "Ladies applicants for positions will please weep in the ante-room, as the Clerk suffers greatly from damp feet."—(San Francisco Wasp.)

## A Beautiful Picture.

On Thursday morning our citizens were treated to one of the most lovely views of mountain scenery that it has ever been our good fortune to record. Early in the morning the clouds lifted, revealing one of the grandest scenes of nature we have ever witnessed since we first landed in this favored land, twelve years ago. Standing among the orange groves, loaded with their golden fruit, or surrounded by the thousand varieties of flowers, that laden the air with their perfume in a valley of perpetual summer and sunshine, we cast our eyes toward the mountains, only a few miles distant, and see "Old Winter" in all his glory. Wonderful contrast! The main range is not only capped, but entirely covered, by a ghostly white. Neither pen nor tongue, nor artist's brush can do justice to the scene.

## WASHINGTON.

## Debate in the Senate on the Navy's Needs.

Editor Cutting's Case Made the Subject of Fresh Inquiry.

Slim Chance of Passing the Dependent Pension Bill Over the Veto.

How Lamar's Chief Clerk Gave Away the Secretary's Meeting with Cannon, the Harman, and Was Blamed for His Folly—National Notes.

By Telegram to The Times.

WASHINGTON, Feb. 14.—[By the Associated Press.] The Senate today on motion of Mr. Cameron took up for consideration—year 97, says 17—the bill introduced and reported by him "to increase the naval establishment." The Senators voting against taking it up were Beck, Call, Cockrell, Coke, George, Jones of Arkansas, Maxey, Plumb, Pugh, Ransom, Sherman, Vance, Van Wyck, Vest, Voorhees, Wall and Wilson.

Mr. Cameron addressed the Senate in advocacy of the bill. We should, he said, commence at once to have the first-class protected steel cruisers provided for in the bill.

On motion of Mr. Hawley, an amendment was added to the second section in these words: "Save that, in all their parts they shall be of American manufacture."

On motion of Mr. Morgan, a section was added requiring the construction of three of the vessels on the Pacific coast, three on the Gulf of Mexico and four on the Atlantic coast.

Mr. Van Wyck inquired whether provision was made in the bill for war vessels on the lakes.

Mr. Hale, chairman of the Committee on Naval Affairs, replied that a companion bill to the pending measure, which he would call up at an early day, covered the features of floating batteries on rafts for harbor defenses, torpedo boats and torpedo appliances and also of light draught gunboats for use on the Western lakes.

Mr. Van Wyck made the calculation that the aggregate amount appropriated in these bills, and in the twin ordinance bills recently passed, would reach \$71,000,000.

Mr. Hale said that even if they did, their expenditures would range through a period of from three to six years.

## NATIONAL NOTES.

The Case of Editor Cutting Again Comes Up in Congress.

WASHINGTON, Feb. 14.—[By the Associated Press.] In the Senate today Mr. Gibson offered a resolution, which was adopted, requesting the President to furnish copies of all correspondence relating to the arrest, trial and discharge of A. K. Cutting, a United States citizen, by the authorities of Mexico.

## NO CHANCE OF PASSAGE.

CHICAGO, Feb. 14.—A Washington special says: "There is no prospect of a passage over the President's veto of the Dependent Pension Bill, and it is generally understood that it will not emerge from the House Committee on Invalid Pensions. The rush of business before both branches of Congress and the fact that but seventeen working days remain of the session, coupled with the fact that many members are averse to voting against the President's veto, make the proposition to pass this measure by a two-thirds vote almost wholly out of the question."

## REVISED SECRETS.

NEW YORK, Feb. 14.—The World's Washington special says: "It has come to light that Chief Clerk Lockwood, of the Interior Department, was removed by Secretary Lamar for revealing the secrets of the office. A few days before his dismissal was ordered the Secretary gave an audience to ex-Delegate Cannon of Utah, who is a fugitive from justice. Lockwood was accused of giving publicity to the fact that the Secretary had granted an interview with Cannon, who being a subject for judicial inquiry, could not have been recognized by the Secretary of the Interior or any other official."

## A PRESIDENTIAL OVERSIGHT.

WASHINGTON, Feb. 14.—The President has allowed the act appropriating \$400,000 a year to provide arms and equipments for the militia to become a law without his signature. The constitutional limitation of ten days, within which he should have acted on the bill, expired Saturday. His failure to sign the bill is regarded as an oversight, as he was not known to object to any of its provisions.

## WINTER IN MONTANA.

Suffering and Death Caused by the Severity of the Season.

CHICAGO, Feb. 14.—[By the Associated Press.] The Inter-Ocean's St. Paul special says: "Late reports from Montana indicate that affairs there are assuming a most alarming aspect. A week ago people were bewailing the fate of their cattle, but now there is a source of apprehension that there will be an appalling loss of human life. Snow began falling in the middle of November, and there is now more on the ground than for ten years. Most of the stage roads are entirely closed up and trains are running at irregular intervals. The supply of fuel is almost exhausted. Two days ago coal was selling at \$60 per ton at Fort Benton, and now it can hardly be purchased at any price. The snow is drifted to enormous depths, and people living at the mountain bases are in imminent danger of meeting a horrible death beneath avalanches or of freezing to death. Should another protracted storm occur it is believed that hundreds will succumb to its terrors. As it is, more people have frozen to death this winter than for twenty-five years. The cold has been intense, varying from 40° below zero at Helena to 80° below at Fort Shaw and Assinaboine. In the vicinity of the Little Jennie and Grand Central mines, on Bald Mountain, the snow is eight feet deep on a level, and travel is impossible except on snow-shoes."

## Will Not Succeed Manning.

NEW YORK, Feb. 14.—Hon. Smith M. Weed, who has just returned from a visit to President Cleveland at Washington, says that he certainly will not succeed Manning as Secretary of the Treasury, nor has he the slightest information as to whom the President intends selecting. Weed said he believed that President Cleveland would adhere to his letter of acceptance, and would refuse to be a candidate for a second term.

## A Big Wedding on the Taps.

NEW YORK, Feb. 14.—Within a few days Mrs. Coleman Drayton and Mrs. Whitelaw Reid have both given dinners in honor of Charles Alexander and his intended bride, Miss Hattie Crocker. The marriage will be celebrated in San Francisco on April 28th, and the bridal party, with all of Alexander's friends and relatives, will go out to the wedding in special cars.

## PERSONAL NEWS.

Charles Klein, of San Bernardino, was at the St. Elmo yesterday.

B. Pico, of San Fernando, was a guest of the St. Elmo yesterday.

F. J. Gilmore secured passage on a north-bound Pullman yesterday.

L. W. Wilkerson, from Jerseyville, Ill., is prospecting in this vicinity today.

C. Moreland, of the Atlantic and Pacific Railroad, sojourned at the St. Elmo yesterday.

E. Dexter and C. E. French, of Santa Ana, were registered at the St. Elmo yesterday.

H. W. Speeking, Brownsville, Mo.; George Torrance, Cairo, Ill., and W. H. Hines and family, arrived yesterday, and are at the St. Elmo.

J. H. Berthold, Germantown, O.; W. A. Mack, Lowell, Mass.; G. S. Parker, Carmi, Ill., and W. B. Scott and wife, Chicago, arrived yesterday.

Assistant Chief Riley, of the San Francisco Fire Department, is in town for a brief visit. He expected to leave yesterday, but was prevented by the non-departure of the northern express.

S. H. Silken, West Point, Neb.; Mrs. Mary Kelley, Terra Haute, Ind.; W. W. Brier, Jr., San Francisco, and J. W. Merrell, Mexico, Mo., are at the Natick among yesterday's arrivals.

Wendell Easton, president of the Pacific Coast Land Bureau and vice-president of the Los Angeles branch, tried to go north yesterday; but as the train didn't go he concluded to wait awhile.

Capt. H. W. Lawton, who pursued Geronimo until he caught him, and thereby won undying fame for himself and his commander Gen. Miles, is in the city as one of a board to select cavalry horses.

Fred Bean, of Stillwater, Minn., has come to Los Angeles to stay, and is engaged in the asphalt paving business.

Alpie, also from Stillwater, is on a visit to this vicinity, and may remain.

A party of pleasure and health seekers from Los Angeles arrived yesterday, under charge of F. C. Hildreth, of the Commercial Bank, at that place, and put up at the Pico. They are Mrs. S. L. Brady, Mrs. Ann Cummins and Misses Anna and Lillie Cummins.

## BRIEFS.

The Los Angeles sails north today and the Queen of the Pacific south tomorrow.

Arthur May Knapp delivered another very entertaining lecture on art yesterday. The Charity Ball, the social event of the season, takes place at Mott Hall Thursday evening.

The excursion-people to Monrovia have been postponed to the 22d, on account of the weather.

Joé Romero was taken in for assault, W. W. Weed and James Earle for disorderly conduct, last evening.

The Supervisors yesterday awarded J. J. Mahoney the contract for building an addition to the County Hospital, for \$6350.

All members of the general and sub-committees, G. A. R., are requested to meet at Capt. Barker's office, No. 4 Court street, February 16th, at 7 p.m. sharp.

Marriage licenses were issued yesterday to J. L. Herman and M. Gaston, Louis E. Martin and Sadie V. Conner, and José Antonio Ortega and Josefa Gradias.

Gelech Woman's Relief Corps, East Los Angeles, will give an entertainment on Friday evening next at Campbell's Hall, when an interesting program will be produced.

The Typographical Union has passed resolutions of sympathy with H. B. Templeton, the job-printer, whose place on Los Angeles street was damaged by the recent fire.

J. Bloom, C. Marion and Mrs. Schauer and two children were arrested last night; Mrs. McMahon and Mrs. Vanslick, from 601 Banning, were brought in from the floor at 10:30 last night and lodged in the Council room.

On account of the rain, the entertainment to have been given by the Ladies' Relief Corps of Frank Bartlett Post No. 161 has been postponed. Tickets already sold will be good for the night selected, of which due notice will be given.

J. Clark was arrested for burglary in the first degree at 3:10 yesterday morning by the janitor of the Athletic Club rooms. Clark was about to gain an entrance when the janitor, having a key, unlocked the door, and, with a loaded pistol, induced Clark to go with him into his room till he would dress himself, then delivered the fellow over to Officer Mannon, who deposited him safely in the station-house.

## Board of Supervisors.

MONDAY, Feb. 14, 1887.

The bids for the building of additions to the County House were opened as follows: A. F. Mackey, \$7500; J. J. Mahoney, \$6850; F. E. Green, \$7397; J. E. Wood, \$7740; B. Chadsey, \$7430; J. Hanlon, \$7350. On motion of Supervisor Martin the bid of J. J. Mahoney was accepted, and a bond of \$2000 for the faithful performance of the work in ninety days required, the weather permitting.

On petition of citizens of Eagle Rock School District, all lands within said district and formerly within the Los Angeles Road District, were transferred and made a part of the South Pasadena Road District.

The report of the District Attorney, advising the board that they have no power, under the statutes, to grant street railroad franchises, was read and ordered spread on the minutes.

The resignation of A. M. Byram as Road Overseer at Pasadena was accepted, and M. D. Painter appointed in his stead. The following appointments of Road Overseers were made: San Fernando, Pablo Lopez; South Pasadena, T. M. McCracken; Duarte, E. M. Wardell; Azusa, W. H. Guinn; El Monte, W. C. Bell.

The Colorado-street Railway Company of Pasadena were granted the privilege of extending their lines to San Pascual street.

The old stage road, leading from Spadra to Tecunela was ordered abandoned as a public highway.

The petition of E. J. Bailly to be permitted to erect a stand in front of the Courthouse was tabled.

The Los Angeles and Glendale Railroad Company was granted the privilege of laying a street railway track on the public highway.

Adjourned till February 15th, at 10 a.m.

"Miss Cleveland" at the Capital. [Washington Gossip in Baltimore American.] A funny incident occurred in the House gallery yesterday















## THE RAILROADS.

## BAD WASHOUTS—A VERY BIG CONDEMNATION SUIT

For Right of Way Across the San Joaquin Ranch—Railroad News from All Around the Southern Country.

As was expected, yesterday afternoon's very heavy rains got in their work on the railroads. Everything was reported running smoothly till well along in the afternoon, and then the trouble began. The first report of a break came from the Southern Pacific, between Alpine and Lancaster, where a mile of track went out. A gang of laborers, about seventy-five in number, was sent north on a work-train at 5 o'clock. It is doubtful if they have reached the spot by this time, as the cloudburst at 8 o'clock probably stood the Soledad cañon right on end. Ever since last year's flood, which simply gutted the cañon, the Southern Pacific has been doing a great deal of expensive work there; but it is doubtful if human labor can make a road there which shall be proof against the fearful freshets which swing steel bridges around like piles of straw. No. 30 (afternoon passenger from the East) came in over the Southern Pacific about on time, but did not attempt to go North from here. It was impossible to learn last night the extent of the washouts or the length of time that trains will probably be delayed. A washout was also reported from the Southern Pacific in the Tehachapi Mountains near Sumner. No freights were sent out East over the road last night.

Up to latest advices the Atlantic and Pacific was all right, but the California Southern was in a heap of trouble. No. 30 (the through express from Kansas City) got through the Cajon all right early in the evening and "tied up" for the night at Colton, not attempting the presumably dangerous trip to this city. In all probability the fearful heavy rains of the latter evening played havoc in the Cajon pass, which is a fruitful source of trouble. The Temecula cañon, which is famed for its severe washouts, is understood to be in bad shape again. The train from San Diego, due here at 4:15 p.m., had not got in at 9, and was not expected before morning. If the severity of the rain here last evening was general, interruption of travel is probable for a day or two at least.

The depot presented a disconsolate spectacle last night. Over 100 passengers were holding the fort there, rather than face the outer downpour. A good many bought berths on the long string of sleepers and passed the night in comfort. Others were away the hours as best they could on the seats of the waiting-room.

## BIG CONDEMNATION SUIT.

The San Bernardino and Los Angeles Railroad—which is the official title of the Atchison, Topeka and Santa Fé branch, now building from Santa Ana to San Diego—yesterday filed papers with County Clerk Dunsen in a condemnation suit for right of way across the Rancho Lomas de Santiago and the San Joaquin ranch. The defendants to the suit are Margaret Irvine, George Irvine, Isaac E. Davis, Edwin B. Mastick and James W. Byrne, who are set forth as the present owners of the San Joaquin ranch. The plaintiff sets forth that it is a corporation duly organized, and is making a railroad from a junction with the Riverside, Santa Ana and Los Angeles Railroad, near Anaheim, to pursue a course thence southeasterly by way of Anaheim, Orange, Santa Ana, across the San Joaquin ranch to San Juan Capistrano, to Oceanside and to San Diego. The right of way asked is 100 feet wide across the whole ranch, and comprises 100.34 acres. Byron Waters, of San Bernardino, appears as attorney for the road.

## WON'T OBSTRUCT.

As to the purchase of the San Joaquin rancho by the Southern Pacific for \$1,400,000, C. F. Crocker says: "The directors of the Atchison Company have been endeavoring for some time to secure the right of way through the property, and should we acquire the ownership they would not meet with any obstruction from us."

Says the San Diego Sun: "It is now stated on good authority that another important railroad move will shortly be made, being the extension of the Denver and Rio Grande Railroad from Frisco, in Utah, to the Calico mining district, in San Bernardino county, and thence to all important points in California. The object of this extension, it is said, is to have an outlet for the product of the anthracite coal mines of Crested Butte, Colo. It is believed that coal can be supplied to all of Southern California at very low prices. And another object in seeking the mining districts of Southern California is to take return freights of ores to mix with the ores for the Denver smelters. Definite news as to the intentions of the Denver and Rio Grande, it is believed, will be made public in a few days."

EXCURSIONS IN AND OUT. The first section of a Texas and Pacific excursion got in at 3:30 p.m. yesterday, with four Pullmans, an emigrant sleeper, two baggage-cars and a caboose, all drawn by two big ten-wheelers. The second section was to arrive at some time during the night. There was no list of the passengers, who numbered 540.

One of the regular Atchison, Topeka and Santa Fé excursions is due today in twenty Pullmans.

Col. O. H. Violet starts a special Pullman excursion East today, going by way of New Orleans, where the tourists will stop and see the Mardi Gras festivities.

The second of the three Raymond & Whitcomb excursions is due from El Paso this noon. The TIMES has already printed the alphabetic list.

SPIKES. W. F. White, general ticket and passenger agent of the Santa Fé, is registered at the Pico.

The Monrovia Planet says that a cargo of ties has arrived for the San Gabriel Railroad, and the extension of the track will be carried forward with dispatch.

A new town to be called Niagara is to be soon laid out on the California Southern Railroad, about one and a quarter miles north of Elsinore, San Diego county.

The San Diego Union says that the two engineer corps of the San Diego Central are now within ten miles of each other. The one coming from Oceanside is in Poway Valley. The one going from San Diego is on the north side of El Cajon.

The San Bernardino Times says: "There are now on route and at National City, awaiting shipment, some 10,000 ties for the San Bernardino and Los Angeles Railroad. Large quantities are also being forwarded from Arizona over the Atlantic and Pacific."

One of the Los Angeles and San Gabriel Valley Railroad engines—attached to the passenger due here at 5 p.m.—went off the track at South Pasadena yesterday afternoon, probably from a misplaced switch. It was replaced without great difficulty or damage.

The Chronicle says that local business on all the lines in the State has increased of late, but in through business there has been a falling off. The earnings of the Southern Pacific Company for January are reported to be \$436,000 more than for the corresponding month of last year.

The San Bernardino Times says there has been no trouble whatever with the cuts on the California Southern Railroad in the Cajon from the late heavy storms. A small landslide, which was cleared away in a few hours, impeded the train one day, but with this exception the road has been open. This

## OCEAN VIEW AVE.

—WILL SOME DAY BE—

## One of the Aristocratic Driveways

—OF LOS ANGELES.

It crosses the entire NOB HILL TRACT, and only four lots remain unsold on this avenue. Within the past six weeks \$30,000 worth of lots have been sold in the NOB HILL TRACT, and those who want to share in the certain advance now coming should buy at once.

The streets have been graded. Water is piped across the NOB HILL TRACT, and work will be commenced early next month on Kirkwood College.

The NOB HILL TRACT lots are only six minutes' walk from the Belmont Hotel, and the new motor road will pass within one block.

For full particulars and free carriage ride, call on

W. B. BARBER, Special Agent,  
No. 115 W. First Street, Los Angeles.

## LAMANDA PARK.

We Have Had Placed in Our Hands For Sale,

ONE : HUNDRED : SPLENDID : LOTS!

—Situated at LAMANDA PARK.—

On line of the L. A. and S. G. V. R. R., only 13 miles from Los Angeles, 3 miles from Pasadena and 1 mile from SIERRA MADRE VILLA. Five trains daily to and from Los Angeles. A line of horse cars is now being built from Pasadena, which will be completed within two months. These lots were formerly a portion of the celebrated "SUNNY SLOPE RANCH," and are offered at very low figures on easy terms.

HOTEL, POSTOFFICE, TELEGRAPH OFFICE. Grand view, fine soil, and the surroundings are such as to make beautiful homes. Lots within 2 miles of LAMANDA PARK are selling for three times the amount for which we offer these. Before buying elsewhere parties will do well to look at these lots. For further particulars call on

Sewall & Potts, No. 3 Commercial Street,  
LOS ANGELES, CAL.

## WEST BONNIE BRAE TRACT

SITUATED ON NINTH STREET.

High Elevation! Magnificent Views! No Steep Hills!  
Sea Breeze! City Water! No Adobe!  
Street Car Facilities! Good Drainage! Low Prices!  
Aristocratic Neighborhood! Favorable Terms!

—FOR SALE BY—

Dobinson & Fairchild, C. A. Sumner & Co.,  
42 N. Spring st. 14 N. Spring st.

## JOHN J. JONES &amp; CO.,

283 North Main St., New Postoffice Building.

INTENDING PURCHASERS OF ORCHARDS AND VINEYARDS OR lands suitable for raising fruit, will consult their interest by calling on us. Long residence in this State, familiarity with its PECULIAR RESOURCES and CLIMATE, and long experience in the RAISING OF FRUIT, enables us to supply such information as is necessary to safe investment. We have many bargains to offer, including CITY AND COUNTRY PROPERTY, and we most respectfully solicit a call. We understand our business and can please our customers.

PALMDALE COLONY LANDS from \$7 to \$25 per acre. Water rights on all lands from \$10 to \$25 per acre.

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## Excursions.

—Grand Celebration:—

## AT ALHAMBRA!

—On Washington's Birthday.—

ROUND-TRIP TICKETS, FORTY CENTS.

Free Carriage Ride and Free Lunch at the New Hotel.

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Eastern Visitors. Are cordially invited to call at the cozy rooms of the Riverside Agency, 239 North Main street, where they will find an exhibit of fine fruit it will interest them to examine.

Our Bargains Today are  
Lots 1 and 7, Block 4, Angeleno Heights; 14 acres. Pasadena; 17½ acres in Lick tract at \$150 per acre. Immigration Land Company, 530 North Main street.  
Shirts made to order at Eagleson's & Co.'s, 50 North Spring street.  
Robes and horse-blankets at Foy's saddlery, Napa Soda, the prince of table waters.

CALL AND SEE  
The Coming Upright Piano.

Real Estate.

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Lots, Blocks and Villa Lots!

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The Los Angeles Land Bureau,

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A : FEW : CHOICE : LOTS : IN : ANAHEIM!

—ALSO, HOUSES AND LOTS IN—

LOS ANGELES,

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By Los Angeles Land Bureau,

20 West First Street. GEO. W. FRINK, President.

Medical.  
SPECIAL NOTICE

TO THE AFFLICTED.

DR. M. HILTON WILLIAMS

Continues to treat all the various diseases of the Head, Throat, and Chest, including the Eye, Ear and Heart, by his new and complete system of Medicated Inhalations, combined with proper constitutional remedies for the Stomach, Liver and Blood, etc. Probably there has never been any system of practice so popular as one that has so completely revolutionized the system of medical practice as the Aerial or Inhalation System, for head, throat or lung affections. The cures effected are simply marvellous, and can be substantiated by the very best citizens of Los Angeles. During the past three years we have endeavored to be content with our own merits, and if, upon examination, we find, in our judgment, the case to be of an incurable nature, we unhesitatingly inform the patient or friends. We believe this system to be justifiable and are ready to condemn any physician who would do otherwise. Below we give a sample of the cures effected by us.

Dr. M. Hilton Williams—Los Angeles, Sept. 24, 1886. I have been contemplating for some time past making a statement of my case and the benefit I have derived from your treatment, remembering how glad I would have been could I have seen something of the kind from a person in the city to whom I could have referred, when I first came to Los Angeles from my home in New England.

I had been suffering for several years with what various physicians in the East pronounced "chronic ulcerated laryngitis." I spent considerable time at the Clifton Sanitarium, and employed the best medical skill I could command, but without permanent benefit, and a last resort, our family physician recommended Los Angeles. For a time I improved, and then I began to go backward and all my former symptoms returned.

Through a medical friend I was induced to try your treatment, which I did August 29, 1886. I became very much discouraged at times, but persevered, as I felt almost desperate and knew of nothing else to turn to. My throat trouble, being aggravated by a serious stomach difficulty, made it very obstinate to deal with, but at last, after persevering in the use of your remedy, I was cured. I am permanently cured. If this will be of any value to you, you are at perfect liberty to use it; also to refer any one to my mother, my husband or myself. Very truly yours, Mrs. J. D. WILEY.

Dr. M. Hilton Williams—Los Angeles, Oct. 17, 1886. To the many testimonials won by Dr. Williams I give me pleasure to add my own to the list so highly in his favor. For nearly two years I had been suffering from throat and lung trouble, brought on by catarrh. Had tried many remedies in the East, but found only temporary relief. After two months' treatment, prescribed by Dr. Williams, my cough left me altogether and I now have no pain in my throat or lungs as formerly. I cannot speak too highly of the benefit I have received and shall ever be grateful to one who is worthy of the highest recommendation.

Mrs. MINNIE H. HARRIS, Riverside, Cal. NEWARK, Cal., Sept. 22, 1886. Dr. Williams—DEAR SIR: I write to tell you how much I thank you for what you have done for me. My catarrh and deafness, which have been a burden to me for so long a time, are entirely cured, and my general health so much improved that I feel like a different person. Thanking you again for your many deeds of kindness, I am respectfully yours, Mrs. ANNIE RICHARDS.

Dr. M. Hilton Williams—Los Angeles, Dec. 4, 1886. I let every man, woman and child know that you were instrumental in saving my life from that foul destroyer, consumption. I came to Los Angeles from Quincy, Ill., on the 10th of June, 1886. The very next day I began treatment. I was at that time afflicted with a large cavity in the upper lobe of the right lung, from which I had suffered over seven years, but thank God, you cured me in 16 weeks! I am now in the best of health and strong as ever. Tell it to all. Yours truly, JAMES JESSOP, Quincy, Ill. P. S.—I go home tomorrow.

Persons desiring treatment by this system of practice can use the remedies at home as well as at our office, and which will cause no inconvenience or hindrance to business whatever.

I have seen so many of these cases cured that I do not consider any case hopeless unless both lungs are seriously involved. Even then the inhalations aid us in dissolving the mucus and in contracting and healing the cavities, which nothing else can do with the same success. The very best references from those already cured.

CONSULTATION FREE.

Those who desire to consult with me in regard to their cases had better call at the office for consultation and examination, but if impossible to do so, can write for a copy of my Medical Treatise, containing a list of questions. Address: M. HILTON WILLIAMS, M.D., 275 N. Main st., Los Angeles, Cal. Office hours from 9:30 a.m. to 4 p.m.

Real Estate.

## ALBEE &amp; WILLARD,

REAL ESTATE AGENTS.

---SPECIAL---

## ELLIS TRACT! ELLIS TRACT!

If you want a lot for a home, don't buy until you have seen this, the most beautiful spot in Los Angeles. Graveled streets, cement walks, elegant residences, shade trees, orange trees, water piped to every lot; in fact, everything that one can wish for has been done to make this the most perfect of all tracts. This property, lying as it does in the very best part of the residence portion of the city, has found ready sale among our best people, and but a few lots are left out of the whole tract placed on the market only last July.

For prices, terms, etc., call on

ALBEE & WILLARD, 36 1-2 N. Spring st., Los Angeles.

We have a fine list of houses, lots, tracts and acre property, which we take pleasure in showing.

## The E. B. Millar Property.

SEVENTH STREET.

House.	Public School.
ALAMEDA ST.	ALAMEDA ST.
Sold.	Sold.
For Sale	For Sale in Lots.
in Lots.	For Sale in Lots.

ONLY 26 LOTS OFFERED IN THIS PROPERTY. ALL LARGE LOTS, at prices from \$300 to \$600—less than half the prices that lots in Maple Avenue tract brought at auction in November. Maple Avenue tract is between Seventh and Eighth and Main and Alameda streets. New public schoolhouse on this property, and first-class vineyard on the whole place. Just near the famous Wolfkill orchard. This is a fine opportunity to buy a home near to business.

BYRAM & POINDEXTER, 27 W. First st.  
We have 120 acres of the best land near Anaheim for sale, or for exchange for good city property.

Commission Merchants.

W. T. COLEMAN & CO.,  
SHIPPING AND COMMISSION MERCHANTS.

San Francisco. New York. Chicago.

Agencies of W. T. Coleman & Co. at London, Liverpool, Astoria, Oregon and Los Angeles, with Agents and Brokers in every commercial city of prominence in the Union. Our Los Angeles Agency makes a specialty of handling the products of Southern California.

WINES. BRANDIES. ORANGES. RAISINS. DRIED FRUIT. HONEY. CANNED FRUIT. BEANS, ETC.

Also agents for American Oil Company's WHALE-OIL SOAP.

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